



Date: July 19, 2011

To: Thomas J. Bonfield, City Manager
Through: Theodore L. Voorhees, Deputy City Manager
From: Marvin G. Williams, Director of Public Works
Edward R. Venable, Manager of Engineering and Stormwater
Subject: Agenda Item - Street Acceptance

Executive Summary

Pursuant to City ordinance, streets shall be considered for acceptance for maintenance by the City of Durham when the streets are improved in accordance with requirements established by the City Council. The following streets have been improved to City of Durham standards:

Muirfield Village – Phase 1

- 1) Nicklaus Drive – from the centerline of Victory Boulevard south then east to the end of construction @ STA 19+10 (910’.)

Ellerbee Creek Preserve – Phase 1 & 2

- 1) Sweet Gale Drive – from the southeast curb line of Hamlin Road southeast through the cul-de-sac (2,479’), and
- 2) Golden Crest Drive – from the southeast curb line of Hamlin Road southeast to the centerline of Glade Aster Drive (1,953’), and
- 3) Spicebush Lane – from the centerline of Golden Crest Drive southwest to the end of construction @ STA 11+40.56 (141’), and
- 4) Glade Aster Drive – from the centerline of Sweet Gale Drive south then around southeast then north through the cul-de-sac (1,274’.)

Recommendation

The Public Works Department recommends that the City Council accept the above named streets for maintenance by the City of Durham.

Background:

These streets are in various areas that have been developed and annexed into the City. Per the various extension agreements executed with the developers, street rights-of-way have been dedicated as public with the understanding that once the streets were built to City of Durham standards and as defined by the agreements, they would be accepted for maintenance by the City.

Issues and Analysis:

Past practice has dictated that the City of Durham accept streets that are part of new developments with dedicated public rights-of-way as defined by the extension agreements.

Alternatives:

The alternative to accepting these streets from the various developers would be to decline their request and ask that they continue to maintain these streets under a private maintenance program.

Financial Impacts:

Accepting these streets would result in the City spending some additional annual maintenance funds. This expense would be somewhat mitigated by adding additional mileage to the annual Powell Bill listing resulting in additional State Powell Bill funds for the City.

SBDE Summary:

N/A

ERV/mln

cc: Nathan McHenry, Engineering
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